

MSN / TASK: Conduct Overwater Flight

DTG BEGIN:
END:


DATE:

HAZARD S	INITIAL RISK LEVEL	CONTROL S	RESIDUAL RISK LEVEL		Decision Matrix *	HOW TO IMPLEMENT	WHO WILL	Control Effective YES/NO	
Single engine operations - Loss of engine - other possible emergencies	H (I-C)	<ul style="list-style-type: none"> • Daily engine flush at sea • Do HIT checks • Verify fuel samples • Good pre-flight & post-flight • Emergency recovery procedures (ELVA) • Emergency procedures 	L I-E	Bn		<ul style="list-style-type: none"> • Inform pilots & crew chiefs to pay attention to detail • use by the book operations. 	<ul style="list-style-type: none"> • Company Commander • JSHIP Coordinator 		
Multi-engine operations - Loss of engine - other possible emergencies	M (II-D)	<ul style="list-style-type: none"> • Daily engine flush at sea • Do HIT checks • Verify fuel samples • Emergency recovery procedures (ELVA) • Single engine emergency procedures • Single engine performance planning 	L III-E	C o		<ul style="list-style-type: none"> • Inform pilots & crew chiefs to pay attention to detail • use by the book operations 	<ul style="list-style-type: none"> • Company Commander • JSHIP Coordinator 		
<p>* Decision Authority Matrix: LOW MEDIUM HIGH EXTREMELY HIGH Co Cdr Bn Cdr Bde Cdr Div/Corps Cdr</p>						<p>RISK DECISION AUTHORITY:</p>			
<p>Prepared by: _____ Rank/Name/Duty Posn</p>						<p>RANK / LAST NAME / DUTY POSITION/Date</p>			

MSN / TASK: Conduct Overwater Flight			DTG BEGIN: END:		DATE:		
HAZARD S	INITIAL RISK LEVEL	CONTROL S	RESIDUAL RISK LEVEL	Decision Matrix *	HOW TO IMPLEMENT	WHO WILL	Control Effective YES/NO
Fly over water-day/night low ceilings & visibility	H (I-C)	Conduct crawl, walk,run approach to training. • Visible horizon • > 500 ceiling -2 miles vis. • No night un-aided flights	L (III-E)	Co	• Schedule the training flights • Document the training	SUPERVISE • Company Commander • JSHIP Coordinator	
Crashing into the sea • Underwater egress • Drowning exposure	H (I-E)	Conduct academic & actual training on the following: • Dunker • HEEDS/HABD • SAR • Communications • Initial contact • Emergency recovery procedures (ELVA)	L (III-E)	Co	• Conduct & Document Dunker/HEEDS/HABD training • Procure & train with required ALSE equipment	• Company Commander • JSHIP Coordinator	
Hypothermia< 60 degree in water probable	EH (1-B)	Wear Anti-exposure suit (Wet or Dry-CWU-62/P or Equivalent)	M (II-D)	Bn	• Procure Anti-exposure suits •Conduct & Document Anti-exposure suit training & fit	• Company Commander • JSHIP Coordinator	
Cannot survive in the sea-immersed in water (> 60 degrees) for an extended period time (< 1hr)	EH (1-B)	Use of appropriate life rafts • 1 man(OH-58/AH-64) • 5 man	M (II-D)	Bn	•Procure appropriate life rafts •Conduct & Document Life raft training	• Company Commander • JSHIP Coordinator	

MSN / TASK: Conduct Overwater Flight			DTG BEGIN: END:		DATE:		
HAZARD S	INITIAL RISK LEVEL	CONTROL S	RESIDUAL RISK LEVEL	Decision Matrix *	HOW TO IMPLEMENT	WHO WILL	Control Effective
							YES/NO
EMI from ship emitters. Electronic interference of navigation/aircraft instrumentation and/or flight controls.	H (I-C)	<ul style="list-style-type: none">Implement HIRTA messages criteriaConsult US Navy at: http://www.warship1.com for specific ship	L (III-D)	Bn	<ul style="list-style-type: none">Include specifics for each type aircraft & ships in the planning stages at the pre-sail conferenceLog assessment on unit Risk Assessment	SUPERVISE <ul style="list-style-type: none">Company CommanderJSHIP Coordinator	
Ordnance detonation while shipping munitions to the pier.	L (IV-D)	<ul style="list-style-type: none">Handle per unit SOP & AR's to the pier adjacent to the ship.US Navy will not accept damaged containers or munitions.	L (IV-E)	C o	<ul style="list-style-type: none">Navy will handle munitions to the Magazine.Army/Navy coordination essential at pre-sail conference.	<ul style="list-style-type: none">Company CommanderJSHIP Coordinator	
Capture all over water hazards	H (1-C)	Develop standards for Overwater/shipboard operations.	L (III-D)	Bn	<ul style="list-style-type: none">Use FM 1-564JSHIP info to develop unit SOP	<ul style="list-style-type: none">Company CommanderBn Commander	

MSN / TASK: Operations Onboard Ship			DTG BEGIN: END:		DATE:		
HAZARD S	INITIAL RISK LEVEL	CONTROL S	RESIDUAL RISK LEVEL	Decision Matrix *	HOW TO IMPLEMENT	WHO WILL	Control Effective
							YES/NO
Damage to aircraft/injury to personnel while folding main rotor blades on pitching & rolling deck.	M (II-D)	Proper procedures/tools/guidelines for use by soldiers.	L (III-D)	C o	<ul style="list-style-type: none"> Ensure unit personnel practice on land and are aware of shipboard hazards. 	SUPERVISE Company Commander • JSHIP Coordinator	
Damage to aircraft/injury to personnel during start-up and shut down from slow turning main rotor blades, excessive blade flapping during high winds, turbulence, and ships motion.	M (II-D)	<ul style="list-style-type: none"> Inform aircrew members to not land or T/O near another aircraft with slow turning rotors. All personnel to remain in aircraft until rotors are at flight idle or a complete stop, take orders from Navy Landing Signal Enlisted (LSE). Ensure droop stops are engaged prior to shutdown. UH-60/CH-47 pilots do not start or shut-down aircraft while ship is in a turn. CH-47 crews bring/use servo actuator lock-out blocks. Crew members wear appropriate PPE while on the flight deck. Avoid stopping and starting an aircraft on spots 8 & 9 on LHA/LHD type ships without rotor brake equipped aircraft. 	L (III-E)	C o	<ul style="list-style-type: none"> Brief excess blade flapping in flight operations. Remind ships company at Pre-sail conference as to whether or not the aircraft is equipped with rotor brake(s). 	• Company Commander • JSHIP Coordinator • Ships company (LSE)	

MSN / TASK: Operations Onboard Ship			DTG BEGIN: END:		DATE:			
HAZARD S	INITIAL RISK LEVEL	CONTROL S	RESIDUAL RISK LEVEL	Decision Matrix *	HOW TO IMPLEMENT	WHO WILL	Control Effective YES/NO	
Damage to aircraft/injury to personnel due to ignition of fuel during open port refueling/sampling.	M (II-D)	Proper refueling procedures IAW TM 10-67-1 & Navy guidance & ensure aircraft is mechanically grounded to the ship. Ensure proper nozzles and pressures are adhered to.	L (IV-D)	Co	<ul style="list-style-type: none">• Ensure aircrew members are aware of proper refueling procedures.• Ships	SUPERVISE <ul style="list-style-type: none">• Crew chief & Navy refuelers		
Man overboard operations	M (I-D)	Use float coat's (Navy term for a flotation vest). Note: Army survival vest with a flotation collar can be used	L (I-E)	Co	<ul style="list-style-type: none">• company will coordinate with Navy at the presail conference as to numbers of personnel coming to the ship that need the float coat.• Brief unit personnel on shipboard mandatory attendance at the ship's safety briefing.	<ul style="list-style-type: none">• Company Commander• JSHIP Coordinator		
Soldiers injured from slipping, tripping, and falling on the ship. Additional injuries could result from others hazards such as netting, vehicles, chains, cables, cat walks, FOD, turning rotors, moving aircraft, slick flight decks, unsecured equipment, ladders, and trap wires on carriers.	M (III-B)	Unit personnel attend a ship's safety briefing.	L (III-D)	Co	<ul style="list-style-type: none">• Ensure mandatory attendance at the ship's safety briefing.	<ul style="list-style-type: none">• Company Commander• First Sgt.• JSHIP Coordinator		

MSN / TASK: Operations Onboard Ship			DTG BEGIN: END:		DATE:		Control Effective YES/NO
HAZARD S	INITIAL RISK LEVEL	CONTROL S	RESIDUAL RISK LEVEL	Decision Matrix *	HOW TO IMPLEMENT	WHO WILL	
Damage to aircraft/injury to personnel from use of improper tow tractor.	M (II-D)	Navy SD-2 Spotting Dolly will not be used to tow or move UH-60's. Note: Use standard Navy tow tractor with Navy NT-4 & Model 24/27 tow bars.	L (IV-E)	C o	Ensure unit personnel use proper equipment.	SUPERVISE Company Commander • JSHIP Coordinator • Chain-of- Cmd	
Damage to aircraft/injury to personnel due aircraft rolling/sliding on the flight/hangar deck due to ships pitch & roll.	M (III-B)	• Consult TM 1-1500-250-25, Aircraft Mooring Manual. • Use Navy tie down chains. Note: Army tie down chain hook will not fasten to Navy ship pad eyes.	L (IV-E)	Co	Unit must coordinate for Navy chains at Pre-sail conference. Expect heavy weather scenario.	• Company Commander • JSHIP Coordinator	
Damage to aircraft/injury to personnel could result from inadvertent movement of the aircraft without permission of the Landing Deck (Navy) personnel.	M (III-C)	Crewmembers familiarize themselves with the proper hand & arm signals used on Navy ships in Joint Pub 3.04-1 & FM 1-564.	L (IV-E)	Co	Ensure unit personnel understand hand & arm signal on the flight deck.	• Company Commander • Chain-of- Cmd	
Accidental firing of live ordnance	H (I-C)	Use Joint Army/Navy checklist for the specific aircraft & type ordnance.	M (II-D)	Bn	Unit personnel train with Joint checklist.	• Company Commander • Chain-of- Cmd	
Crash on the flight deck causing damage to the aircraft/injury to personnel.	H (I-D)	Provide posters, videos and training to the Navy ship's Crash & Salvage personnel.	L (II-E)	Co	Ensure Navy ships personnel get the required training.	• Company Commander • Unit ASO	
Internal/external damage to aircraft engines & airframe.	M (III-D)	Unit to bring engine flushing/aircraft washing equipment & hoses to wash engines/aircraft.	L (IV-B)	Co	Personnel must comply with TM 1-1500-344-23, Cleaning & Corrosion Control.	• Company Commander • Chain-of- Cmd	

Points of Contact for JSHIP Risk Assessment Worksheet's/Information

US Army POC:

System Safety Manager (UH-1/UH-60/JSHIP)
US Army Combat Readiness Center
email: systemsafety@crc.army.mil
Ph. (334) 255-3910 DSN 558-3910
Fax (334) 255-9478 DSN 558-9478
website: <https://crc.army.mil>

US Navy POC:

Office of the Secretary of Defense
JSHIP Navy Deputy Director
Ph. (301) 342-4936, ext 219
Ph. DSN 342-4936, ext 219
Website: <http://www.jship.jcs.mil>

Note: This risk assessment tool is not intended to provide all hazards, risks, and controls for over-water missions. It is provided as a useful tool containing examples to be used during planning and executing of over-water missions.